

## DRAKE TO DISCUSS TARIFF REVISION

J. Walter Drake, chairman of the Foreign Trade Committee of the National Automobile Chamber of Commerce, will speak on the subject of reciprocity in tariff matters, at the ninth annual meeting of the Chamber of Commerce of the U. S. A. at Atlantic City, N. J., on April 27.

Mr. Drake will talk on the following resolution that will be submitted by the National Automobile Chamber of Commerce for the consideration of the business interests that will attend that gathering:

"Whereas the export trade of the United States, amounting in 1920 to more than \$8,000,000, indicates its direct relation to domestic prosperity; and

"Whereas in the present period of world-wide reconstruction a tendency is developing in some foreign countries to discriminate against American interests by means of inimical tariffs, and taxation and regulations; and

"Whereas our government should be provided with means to prevent the continuance and addition abroad, of acts prejudicial to the foreign trade of the United States; Therefore be it

"RESOLVED, That a request be addressed to the appropriate legislative bodies of the United States urging a provision in the general tariff for application of additional duties on products imported from countries that directly or indirectly discriminate against the trade of the United States in favor of that of other countries."



**Templar**  
The Superfine Small Car

### WINS

In Australian endurance run in competition with American and foreign cars over 640-mile course.

To prove the **TEMPLAR** not only the finest small car on the market, but the lowest priced car in up-keep, we will give every purchaser of a new **TEMPLAR** car a written guarantee to the effect that the total cost for repairs, barring accidents, for the first year of purchase will not exceed \$50.

**Washington  
Templar Motors**  
1901 14th St. N. W.  
Phone North 7462

## The MOTOR DIGEST



Since 1916, 351,000 motor vehicles have been manufactured in Canada. American motorists consume twenty times more oil per capita than Great Britain.

Back in the days of the bicycle, New Jersey was called "the mother of good roads."

Farm tractors in use in this country have increased from 6,000 in 1919 to approximately 375,000 last year.

The sales of automobiles in Mexico in 1919 amounted to \$1,045,790; in 1920 the total importations were more than \$3,620,000.

License fees charged in various States in the Union for five-ton motor trucks range from \$2 to \$150. The average of all States is \$55.

Because private bids for highway construction were too high, the State of Illinois has decided, as an experiment, to go into the roadbuilding business.

Approximately 4,015,000,000 gallons of gasoline were consumed by motor vehicles in the United States last year, or an average of 452.1 gallons per car.

Ohio is the first State in the Union to consider a model law for the regulation of motor vehicle traffic suitable for uniform adoption by all other States.

A motorcycle, weighing seventy-four pounds, and capable of making a speed of thirty miles an hour, is now in production in Germany. The tiny speedster costs about \$80.

The State Department of Washington has a traveling exhibit consisting of all automobile license tags from every State in the Union and twenty foreign countries.

Motor propelled vehicles in use throughout the United States represent an annual consumption of nearly 130,000,000 barrels of gasoline and 7,450,000 barrels of motor oil.

Some part of the labor of practically every man, woman or child, employed in a productive capacity in the United States, enters into the construction of each motor vehicle.

### MANY STATES CONTROL MOTOR TRUCK TONNAGE

Tendency Is to Charge More Than for Pleasure Cars.

At the beginning of 1921 there were still seven States in which motor trucks were registered at the same rate as passenger cars, but in recent years there has been a very decided tendency in most States to increase the fees required for motor trucks over and above those required for passenger cars. This increase is usually based on the weight of the truck and its carrying capacity, its horsepower, or a combination of these factors. The most general practice seems to be toward definitely limiting the maximum total road weight of the vehicle and basing the registration fee on the capacity of the truck. Some few States have adopted a scale of fees, which in actual practice serves to make the operation of very heavy trucks impracticable.

In Colorado, New Mexico and Oregon, in addition to the registration fees, a State tax on gasoline or other products used for the propulsion of motor vehicles is also levied. In some States motor cars are taxed as personal property in addition to the required registration fees. In Alabama, Delaware, Idaho, Iowa, Michigan, New Hampshire, New York, North Dakota, Oklahoma, Oregon, South Carolina, Pennsylvania, Tennessee and Vermont the registration fees are in lieu of all personal property taxes.

#### Fees Swell Treasury.

The registration and license fees for motor vehicles in the United States last year amounted to \$102,034,106. Revenue derived in New York State from this source was about equal to the entire registration revenues of the country in 1915.

### A LESSON for a reckless driver. This troublesome situation came from driving to beat the cars.



### Automotive Trade Association Thanks Berberich For Auto- mobile Show Publicity

At the monthly meeting of the Washington Automotive Trade Association at the City Club Monday of this week the members extended a vote of thanks to Joseph Berberich, of the Berberich shoe stores, for his interest in the association's automobile show. The action of Mr. Berberich in using three-quarters of a full page advertisement which he ran in The Washington Times of March 13 for copy which was almost direct automobile show publicity was typical of the man and his public spirit.

### NANTUCKET GIVES UP AUTO DISBARMENT

Motor-Chemical Fire Truck Is  
Town's Entering Wedge.

"When flivvers flit on Nantucket" must be blue-penciled from the dictionary of similes, no longer does it qualify as a never-never phrase in the annals of Nantucket, for flivvers, not to mention automobiles, are flitting the high and low ways of America's land-end isle to the eastward. After a battle of years, by use of the Australian ballot, the bars have been voted down.

Could you see the picturesque gray town, sitting primly close about the harbor, for all the world like the Quaker meeting it used to be, you would understand better the stubborn spirit that made history of the long, stern fight over motor travel. Reserve is born and bred in the native families—a certain gentle self-sufficiency which makes "foreigners" apologize for not having kin on the island.

Assorted factors entered into the beginning of the "great fight" on Nantucket—probably the last stand of automobile opposition in America. The opening wedge was driven by the townsmen's fear of conflagration, one which dates from a mid-summer day of 1846 when thirty-six acres in the heart of the compactly-built harbor village were razed by flame. Remembrance of this tragedy led the town, in 1912, to purchase a motor-driven chemical truck.

Then the anti's appealed to the legislature for blanket exclusion law and got a referendum. The vote showed a majority of 140 against admission of the disturbing element.

Fear of better roads was perhaps the most amazing argument of the islanders.

Their in-focussed viewpoint may be expressed in the local newspaper's heading for the summary of a year's events: "We are glad to record that there have been no murders, no suicides, no burglaries—no great sensations."

Not for four bitter years, in which were born enemies that will thrive until the participants go "westward with both anchors down," was the matter again brought to the polls—and with secret ballot.

The result was a narrow margin of forty votes and the special exclusion law of 1914 was repealed. Nearly two hundred cars are owned by native Tucketers and so many more cars than carriages crowd under the tree roof of Main street in morning market hours and at evening band concerts that a regulation recently was passed requiring diagonal parking on a twenty-minute limit. Otherwise the general motor laws of the Commonwealth of Massachusetts are all that the solitary traffic "cop" is called upon to administer.—April MoTor.

### MOTOR CAR SHIPMENTS SHOW GREAT INCREASE

March Expected to Show 65  
P. C. Gain Over February.

The report of the traffic committee at a meeting of the directors of the National Automobile Chamber of Commerce, April 5, indicates greatly increased activity in motor car shipments and sales. The shipping record of factories producing two-thirds of the total volume indicates that complete figures for March will show an increase of 63 per cent over February shipments. A year ago the March shipping was the heaviest of any single month on record and exceeded February by 20 per cent. The shipments for March this year will be 42 per cent of this record month a year ago.

In February shipments increased 58 per cent over January. This increase in the previous year was 13 per cent. The figures for March will amount to 16,500 carloads, in addition to which 10,000 machines were driven overland from the factories. In February there were 9,920 carload shipments by rail and 7,491 machines driven overland.

## Around the Town

A carload of Dixie Flyer Firefly models has been received by the Potomac Sales Company of 1111 Fourteenth street northwest. The Firefly exhibited at the recent automobile show excited considerable interest because of its unique and attractive design and finish.

The Elcar taxicab being shown by P. F. Tippet, Elcar distributor for the District of Columbia and nearby Maryland and Virginia, is an exceptionally well appointed car. The furnishings are well selected and the design is characteristic of the Elcar thoroughness. This model is on display with other Elcar models in the temporary show rooms at 507 Eighth street southeast. After April 15 the Elcar show rooms and service station will be at 712 E street southeast.

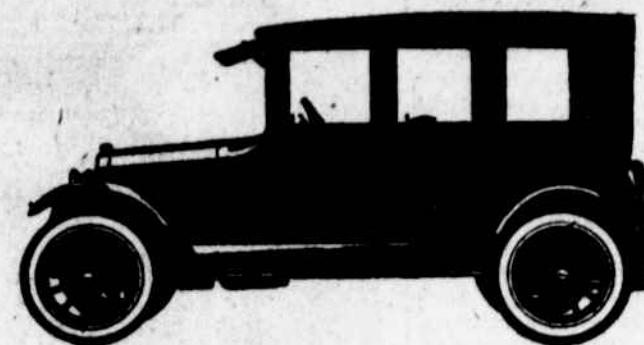
A. E. Bennett, formerly with the George C. Rice Auto Company, has opened a garage in the rear of 2112 Fourteenth street northwest. Mr. Bennett is a man of considerable experience in the handling of motor cars and should enjoy a very material patronage in his present location.

R. W. Matthews has opened a welding shop at 3422 Georgia avenue. Mr. Matthews was formerly in charge of the welding department of the Baldwin Locomotive Works, in Philadelphia, and during 1917 was doing welding for the Washington Railway and Electric Company. Welding of all kinds will be done in the Georgia avenue location, but particular attention is being given to automotive work.

Few Washingtonians have been in the automotive trade longer than Charles E. Miller, who conducts a thriving tire business at Fourteenth street northwest. Since Washington first realized that the automobile was on earth to stay Mr. Miller has been one of the leading figures in local automotive circles and when he says that the tire business is due for a big season as he did yesterday, "We'll say it is."

The several Case models displayed by the Atlantic Garage at 107 Sixth street northwest have interested many Washington motorists who have inspected the features which distinguished the 1921 Case from the Case of last year. Both open and closed models are attractive cars and possess very commendable specialties in the way of things that appeal to motorists of today.

According to present reports, the New York and New Jersey vehicular tunnel, under the Hudson River, will be opened not later than December 21, 1924. The construction will cost \$28,669,000.



The good Maxwell saves the time of the average family in a remarkable manner. It adds to the hours of both business and pleasure, and saves in a material way by keeping the cost of operation to a low figure.

Touring Car - \$995 Coupe - \$1595  
Roadster - 995 Sedan - 1695

F. O. B. Factory, over-ten to be added

H. B. LEARY, Jr., Distributor  
1321-1323 14th St. N. W.

Main 4105-4106

MEMBER WASHINGTON AUTOMOTIVE TRADE ASSOCIATION.

# MAXWELL



## NEW HEIGHTS REACHED BY A GOOD NAME

In numbers and in monetary value, the production of Dodge Brothers cars during the twelve months recently ended, was, with a single exception, without parallel.

There is a deep and a special significance in this sales record.

Because they did not seek it in the ordinary way, it is all the more impressive that sales precedence should have been conferred upon their product.

The point of this achievement is that from the day the business was founded, Dodge Brothers never once laid stress on mere volume of production.

They never strove to surpass in the quantity of cars produced during any given period.

Their thought lay deeper than that. It was a deliberate thought, which looked toward the ultimate, not the immediate.

Their implicit conviction was that the one thing with which they should concern themselves was the true value of the cars they manufactured.

Given that good value, they were assured that greater and greater sales must of necessity follow.

They had faith, in other words, in the discernment of the average

man and woman of America and of the world.

They were satisfied that as the value of Dodge Brothers car revealed itself, appreciation, admiration and larger volume would automatically follow.

They visualized this great good will, ever growing and continuing to grow, as long as motor cars should go forth bearing their name

They never permitted themselves or their associates to lose sight of this great principle in which they believed so thoroughly.

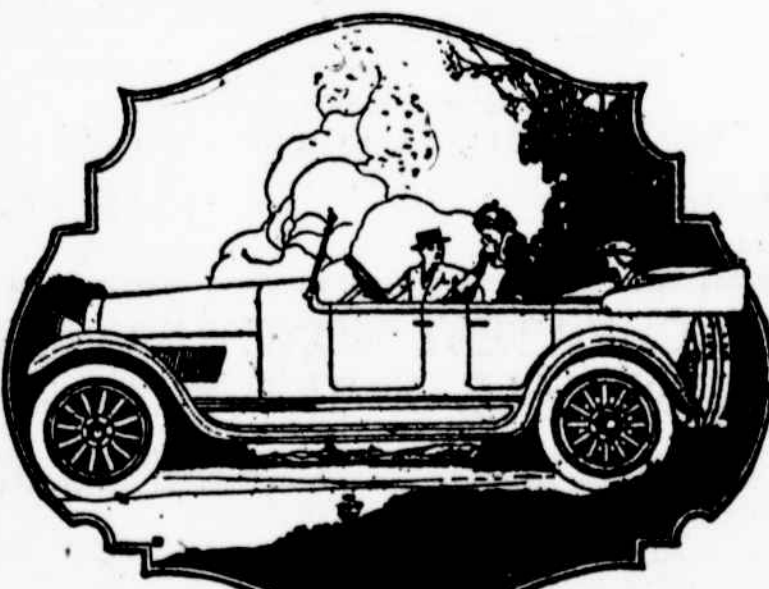
Their life work had taught them that there was no other sound way in which to build.

The lesson of it, the logic of it, is too plain, too clear and too complimentary to Dodge Brothers to require or permit extended comment.

Suffice it to say, that Dodge Brothers are more deeply appreciative than ever of the confidence it demonstrates on the part of the buying public.

Suffice it to say that this institution will never deviate by so much as a hair's breadth from the manufacturing principles which have brought about this unique and splendid tribute from the American people.

## CASE Six Cylinder MOTOR CARS



THE CASE SIX MODEL V SPORT CAR

### SPEED AND COMFORT

All the dash and speed the young people of today demand, and all the comfort and performance, all the mechanical refinements and approved modern engineering principles are combined in this beautiful sport car. Because it contains all the wanted features, it is "The All-Feature Car." See it in our show-rooms. Compare its dozens of outstanding betterments. Ride in it and feel its luxurious gliding smoothness.

The Case Six Model V comes in 4 body types: Touring, Sport, Sedan, Coupe

Inspect Our Display of Open and Closed Models

**ATLANTIC GARAGE**  
DISTRIBUTORS

109 Sixth St. N. W.

Phone M. 6357

## Use Our Car While We Paint Yours

So many owners hold off having their cars painted because of the inconvenience of being without an automobile. We have solved the problem and will furnish you a car while we do the necessary painting for you and the cost of this car will be practically the same as the operation of your own car.

For Full Particulars Apply

**Semmes Motor Company**

Main 6660

613 G Street N. W.

**SEMME'S MOTOR COMPANY**

1132 Connecticut Avenue—Main 6660